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- SUBJECT: ROADWAY INCIDENT RESPONSE**
- GOAL:** To provide greater safety for Clark County Fire & Rescue personnel, as well as the citizens we serve.
- SCOPE:** All Clark County Fire & Rescue response personnel.
- PROCEDURE:** Personnel must operate in a defensive posture, always considering moving vehicles that are a threat to safety, taking the following precautions:
- Always maintain an acute awareness of the high risk of working around moving traffic
 - Exit on curb, or non-traffic side, if possible
 - Before exiting the apparatus, check to insure safety in entering the roadway
 - If available, make sure your traffic advisor (Arrow Stick) is directing traffic the proper direction, or set in the “flashing position.”
 - Wear appropriate level of PPE and safety vest
- DEFINITIONS:**
- Advanced Warning** - Notification procedures that advise approaching motorists to transition from normal driving status to that required by the temporary emergency traffic control measures ahead of them.
- Block** – Positioning fire apparatus on an angle to the lanes of traffic, creating a physical barrier between upstream traffic and the work area.
- Box-in** – Achieved by placing a second engine downstream of the incident, positioned to block, creating a physical barrier between oncoming traffic from downstream of the work area.
- Buffer Zone** – The distance or space between personnel and vehicles in the protected work zones and nearby moving traffic.
- Downstream** – The direction that traffic is moving as it travels away from the incident scene.
- Hot Zone** – Incident action area restricted to specific personnel, determined by the type of incident and the IC.



Roadway Operations – Those operations in traffic lanes, breakdown lanes, medians, or on road shoulders.

Safety Post – Setting a safety vehicle upstream ¼ mile to provide advance warning. Post a safety picket (Command Vehicle) to electronically (traffic advisor) close the threatened traffic lane. Refer to the CCF&R Company Operations Guide Evolution 28.

Shadow – The protected work area at a roadway incident that is shielded by the block from apparatus.

Upstream – The direction that traffic is traveling from as the vehicles approach the incident scene.

APPARATUS
POSITIONING:

1. The first arriving engine shall park to block the most critical direction first.

2. The engine can be placed at a 45 degree angle to the curb or shoulder. If a 45 degree angle is not possible, the block should be sufficient to create an adequate buffer zone and shadow. Nose in, nose out, or parking square is determined by the need for the engineer to function at the pump panel and by shoulder and traffic conditions. Never partially close a lane! Either close the entire lane or leave it open. Leaving a portion of your apparatus in a partial close lane is dangerous and confusing to drivers.

3. Wheels of the apparatus should be turned away from the hot zone.

4. Never partially close a lane! Either close the entire lane or leave it open. Leaving a portion of your apparatus in a partially closed lane is dangerous and confusing to drivers.

5. When utilizing traffic cones as part of advanced warning, use the following distance recommendations:

Posted Speed Limit	Distance
35 MPH	100 feet
45 MPH	150 feet
55 MPH	200 feet
Over 55 MPH	250 feet



6. Additional engines should park in such a manner as to:

- Block the first arriving engine
- Widen the incident shadow
- Box-in the hot zone

7. Additional support vehicles not involved in blocking or in creating advanced warning should be staged outside of the buffer zone, generally downstream from the buffer zone/hot zone or otherwise where opposing traffic is not a significant concern.

8. Get off the highway as soon as possible! Limit your exposure time.

PERSONNEL:

1. The Incident Command System shall be used at all roadway operations.

2. Incidents that require multiple companies, or with an anticipated operational period exceeding one (1) hour, will require the assignment of an Incident Safety Officer (ISO).

3. All personnel involved in roadway operations will wear their reflective safety vests in accordance with SOG – Traffic Safety Vests.